



**Bicycle/Pedestrian  
Advisory  
Committee  
of the  
Metropolitan  
Planning  
Organization  
for the  
Miami Urbanized  
Area**

**Chairman**  
Ted Silver

**Members**  
Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Janis Davis

Louis Foster

Susan Kairalla

Amado Leon

Claudia Schmid

Eric Tullberg

**Contact Information**

David Henderson,  
Bicycle/Pedestrian  
Coordinator  
[davidh@miamidade.gov](mailto:davidh@miamidade.gov)

Miami-Dade MPO  
111 NW 1 Street, #910  
Miami, Florida 33128

305-375-4507  
(fax) 305-375-4950



## ***BICYCLE/PEDESTRIAN ADVISORY COMMITTEE***

SOUTH MIAMI PUBLIC LIBRARY  
6100 SUNSET DRIVE  
SOUTH MIAMI, FLORIDA

### **A G E N D A**

**MEETING OF WEDNESDAY, AUGUST 24, 2005  
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
  - MEETING OF JULY 27, 2005
- III. PRESENTATIONS
  - A. MDT RAILCAR REHABILITATION PROJECT – D. Tomlinson, MDT
  - B. BICYCLE FACILITIES PRESENTATION – D. Henderson
- IV. INFORMATION ITEMS
  - A. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
  - B. COCONUT GROVE WATERFRONT UPDATE – D. Henderson
  - C. JULY PROGRESS REPORT – J. Manzella
- VI. MEMBER COMMENTS

# BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

## MINUTES

MEETING OF WEDNESDAY, AUGUST 24, 2005

### MEMBERS

#### PRESENT

Brett Bibeau  
Sheila Boyce  
Louis Foster  
Susan Kairalla  
Amado Leon  
Ted Silver  
Eric Tullberg

### MEMBERS

#### ABSENT

Barry Burak  
Janis Davis  
Claudia Schmid

#### OTHERS PRESENT

David Henderson, Staff  
Jae Manzella, Staff  
Jennifer Wilkins, MDT  
Delroy Tomlinson, MDT  
Frank Culver, Washington Grp. Intl.  
Richard Clark, Washington Grp. Intl.  
Steven Kraycar, Washington Grp. Intl.  
Colin Henderson, TYLin-HJ Ross  
Tom Burton, Everglades Bike Club  
John Hopkins, Cyclist  
Noel Cleland, Cyclist  
Colin Cortez, Cyclist

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF AGENDA	- SK: <i>Motion to approve the agenda; seconded by ET; vote – unanimous.</i>
APPROVAL OF MINUTES	- LF: <i>Motion to approve Minutes of July 27, 2005; seconded by ET; vote – unanimous.</i>
MDT RAILCAR REHABILITATION PROJECT	<p>- DT: He is the Chief for this project. In 2003, this project was approved, since the railcars began service in 1984, and have never received an overhaul. Four proposals have been received, and <i>a Notice To Proceed will be issued by the 3<sup>rd</sup> quarter of 2006.</i> Consultants have reviewed different ways to provide accommodations for bicycles.</p> <p>RC: Bicycles on public transportation have been recognized as a great way to introduce more people to transit, increase ridership, and relieve congestion. Traditional placement placed bicycles side-by-side using-up floor space, and may end-up blocking other cyclists from accessing their bike when disembarking. They are also able to fall, which could impede an emergency evacuation. Most transit agencies are choosing a vertical mount. A bicycle is placed into a catch, which assists in lifting it into an upright position on a track, this keeps the bike secure from moving. This apparatus allows several bikes to be placed in the same spot traditionally used by one, (if left on the floor). A required clear space is maintained for passenger egress. Bicycle areas are adjacent to doors, (diagram provided).</p> <p>FC: The new design positions wheelchairs in a separate area (in the back of the railcar), away from bikes to further safeguard against accessibility problems.</p> <p>TS: Inquired if the bicycle area was available for use by wheelchaired passengers.</p> <p>DT: The ADA committee suggested separation. A train collision in Washington indicated that the back of a railcar is safer, if they become stacked upon each other. <i>The bicycle area will have flip-down seats, accommodating passengers when bicycles are not present.</i></p> <p>TS: Inquired how a scenario would be handled, if a passenger is using the flip-down seat when a bicyclist arrives, or if a wheelchaired passenger is using it.</p> <p>DT: <i>There will be an effort to stress the use of the wheelchair space by those patrons.</i></p> <p>FC: <i>Signage will be installed, stating bicyclists have priority (in that space).</i></p> <p>TS: Courtesy is often implied, but for the real world practicality, <i>MDT has to make a concerted effort to disseminate this information to all patrons.</i></p> <p>FC: <i>There will be indications on the outside of the railcars on which doors each mode should use. A new system will stop the trains at the exact spots every time. Every railcar</i></p>

	<p><i>will have a bicycle space, with a minimum of two racks each.</i></p> <p>BB: Inquired (when racks are full) if a cyclist would be allowed to stand somewhere else and hold onto their bikes, as is presently allowed.</p> <p>FC: As long as there is enough required clear space, he doesn't see a problem.</p> <p>DT: <i>This is a point that needs further discussion.</i> An MDT official may see this as a hazard and ask the bicyclist to wait for the next car.</p> <p>ET: Suggested an indicator that activates when the racks are full.</p> <p>BB: If the racks are full, it would be difficult for a cyclist to move to a different railcar before the train is leaving the station.</p> <p>FC: Cyclists should be able to see through the windows, if a rack is full.</p> <p>SK: It isn't too unlikely that racks could be full, if a family is riding together.</p> <p>DH: Currently, there are more cyclists than wheelchairs. Bike counts would be helpful.</p> <p>FC: They have been using statistics from the west coast, where bicycling is more prevalent; so, he feels confident that the planned accommodations are sufficient.</p> <p>RC: The racks are a European design.</p> <p>JM: Stenciling the floor in these areas would help. He is unsure if some bicyclists would use the racks, if they are cumbersome or time-consuming. Metrorail trips are not long.</p> <p>FC: The rack assists with lifting the bike. The current configuration is not ADA-approved, because bikes can block the clear-space. Also, now bikes have to be secured.</p> <p>RC: Agrees, some patrons will not use the rack, if they are only going a few stops.</p> <p>TS: The floor stacking problem will intensify as more cyclists use the system in the future.</p> <p>DT: Presently, the consultants are developing the specifications; then, it goes to an internal MDT review; and, afterwards another committee review. The approved specifications are sent to manufacturers, whom provide bids.</p> <p>SK: Inquired about the post in the center, between the doors.</p> <p>RC: This post was deemed necessary to provide a stability for patrons while exiting.</p> <p>BB: <i>Requested MDT to notify the BPAC if any significant changes are made to this design, before the bidding process commences.</i></p> <p>DT: <i>Agreed; will also invite a BPAC representative to the preliminary design selection.</i></p> <p>FC: A prototype rack could be demonstrated to the group at a later time.</p>
BICYCLE FACILITIES	<p>- DH: During BPAC meetings, different terminology has been used to describe bikeways. It is important to use the proper terminology when discussing issues. He displayed a map from the 2000 Census depicting the amount of people commuting to work by bike.</p> <p>TS: Inquired if there were correlations between these densities and crash data.</p> <p>DH: There are, South Beach is an example, as well as areas in southern Miami-Dade. Bike Lanes are striped, marked and signed areas adjacent to the other roadway lanes. They are always one-way. The minimum width is 4', unless next to parking lanes; in which 5' is required. If they are made wider, automobile drivers tend to use them. (Examples were shown how to create a roadway that is more attractive/safer than existing.) Wide Curb-lanes are more prevalent in Miami-Dade. The outside lanes are a minimum of 13-14', which allows automobiles to safely pass bicyclists. Along narrow lanes, a cyclist should dominate the lane, so motorists are not encouraged to attempt passing. "Share the Road" signage is appropriate for narrow lanes. In California, the use of "Bikes Use Full Lane" is not uncommon. This is an educational tool. Shared-use Paths, (as opposed to the outdated Bike Path terminology), are shared by cyclists and pedestrians. They are separate from the roadway. A different alignment from the roadway, with a minimum of 10' for the pathway, as well as a 5' separation from the road is preferred. The South Dade Trail is an example. In the 1970s, Wide Sidewalks</p>

	<p>were developed as bikeways. These are directly adjacent to the roadways, leaving no room for error. Intersections/driveways are problematic. The Miami-Dade Greenways plans identified corridors where intersections were limited; mainly along railroad and waterway ROWs; some expressways have also been identified. Riding along sidewalks can be more hazardous than riding in roadways, since vehicle operators are not expecting to interact with each other. In some places, it is against the law to ride on sidewalks. Newspaper racks, trees, minimum curb-ramps that may not be aligned to travel are also deficiencies along sidewalks. Many motorists don't check all directions before entering an intersection; thus, cyclists traveling the opposite way on a sidewalk aren't noticed. Paved Shoulders have a stripe away from the edge of pavement; that area (where motorists aren't supposed to stray), can be used by bicyclists.</p> <p>ET: Was informed that 12' was the minimum for a Shared-use Path.</p> <p>DH: That minimum is required where a high-amount of bike/pedestrian traffic is expected.</p> <p>ET: Some paths are marked to separate slow (walking) &amp; faster (bicycle/jogging) traffic.</p> <p>DH: Some places build separate, adjacent paths for this purpose.</p>
PUBLIC WORKS UPDATES	<p>- BB: Inquired about the timeline for the Rickenbacker project.</p> <p>ET: Last month the BPAC was told in 2 weeks the bid process would begin.</p>
COCONUT GROVE WATERFRONT UPDATE	<p>- TS: The e-mails provided in the Agenda pkg. don't provide enough information. Inquired if DH had more details.</p> <p>BB: There will be a public meeting on this project.</p> <p>TS: That isn't guaranteed. The Chart House lease is being examined.</p> <p>DH: His interpretation to the correspondence indicates public access should allowed. The City of Miami administration is taking this issue more seriously.</p>
MISCEL-LANEOUS	<p>- ♦ DH: The next BPAC meeting is on September 21<sup>st</sup>. The October meeting is scheduled for the 26<sup>th</sup>; however, the MPO is meeting on the 20<sup>th</sup>. He suggested moving the October BPAC meeting earlier, so an up-to-date report can be made to the MPO.</p> <p>SK: She has a School Board meeting on October 19<sup>th</sup>.</p> <p>BPAC: <i>Agreed to review schedules to find an appropriate date before the MPO meeting.</i></p> <p>♦ BB: Most advisory boards use August as recess; inquired if the group could to do so.</p> <p>DH: Historically, it has been August; there is a trend in Miami-Dade to change to July. This can be included in next year's schedule.</p> <p>TS: Reminded members that absences are allowed at their own discretion.</p> <p>♦ ET: He provided a list of deficiencies along the M-Path. The trail is separated for nearly a mile at the UofM. Repairs and hazardous areas have been identified. A lack of crosswalk striping, signage, etc. are prevalent. He handed-out photo-CDs to members.</p> <p>CC: Inquired about the M-Path Rehabilitation project.</p> <p>DH: He has previously provided MDT with a preliminary report. <i>He will provide ET's report to them; as well as ask an MDT – Design representative to attend a BPAC meeting.</i> About 8 weeks ago, they were talking about hiring a design consultant.</p> <p>TS: <i>Requested DH to ask MDT to review ET's report, and respond within 60 days to which improvements are planned, as well as how they will to address the rest.</i></p> <p>JM: There is funding for some of these repairs, including a connection to Dadeland So.</p> <p>♦ TS: He is concerned with the improvements at the Venetian Cswy. toll booth. He is aware of at least 3 crashes there within 6 months. The eastbound-lane arm has been down; but, the westbound-lane's is up; because the toll mechanism blocks half the</p>

sidewalk. It isn't apparent where the path that circumnavigates the toll booth is. Recently, the eastbound-lane's arm was raised; perhaps in response to the recent crash. *He asked DH to request a representative to meet with the BPAC to discuss Venetian issues.*

SB: The arms are too long to cycle through the gaps. There is also a car constantly parked in one of the eastbound lanes.

DH: *Will discuss the Venetian with the Cswy. Chief.*

SB: Inquired about the bike lane restriping that was promised.

DH: *Will research this.*

◆ JH: When the SW 146 St./US-1 intersection was redesigned, the crosswalks were omitted. This is a mid-block crossing.

TS: The BPAC can make an inquiry about this. Suggested JH to follow-up with phone calls to the appropriate party.

DH: *Will research this issue with FDOT.*

◆ JH: Concerned with security efforts at Metrorail stations. His daughter's bike was stolen in the late-afternoon, while locked to the bike rack at Dadeland South. The heavy-duty chain used was ineffective, because the rack is missing parts.

TS: There are plans to upgrade the parking environment at stations.

DH: A Bike Parking Plan was developed for MDT. Funding has been allocated for both racks and lockers. *Single piece racks will replace the existing, bolted units.*

JH: The inverted "U" racks don't allow as many bikes in the same space.

DH: This reduces the bunching cyclists now experience at popular stations; *installations will meet all demand.* Vendor selection has been initiated. *He will follow-up on this issue.*

ET: He sympathizes; his bike was stolen during the Livable Communities seminar, although there was a lot of pedestrian traffic and guards there.

BB: His bike was stolen at the Vizcaya Metrorail station.

JM: The U-lock type is the best one available to thwart-off thieves. Even the thickest chain or cable can be snapped-off within seconds.

DH: The grant money is not available until next Summer. He is encouraging MDT to spend their own money now; then, get reimbursed. It is up to MDT administrators. The amount they're receiving is enough to do great improvements.

JH: He informed MDT of this incident. The guards didn't notice anyone.

DH: That's interesting, since the guards are positioned close to the racks.

JH: Lighting may help.

SK: Under the impression that security cameras would have evidence.

JM: The security cameras have a narrow line of vision. The rack is not shown.

ET: When he reported his theft, he was referred to various City of Miami and Miami-Dade offices. There also wasn't an identifiable way to claim his bike. He has been told that bicycle registration is no longer being done in Miami-Dade.

JM: A few municipalities do provide this service.

JH: Inquired if the BPAC would address this issue later.

DH: The recovery rate for registered bicycles is dismal.

TS: Registration provides a false sense of security.

◆ TB: Inquired if the BPAC has addressed the Biscayne/Everglades Greenway.

DH: This has not been brought before the group.

TB: A recent meeting included a group to field-check a possible alignment. Homestead

	<p>and Florida City representatives want the greenway to lead into the downtown areas. Although, one suggestion is to develop it south of SW 344 St., in order to provide a more backwoods experience. A current proposal traverses industrial areas.</p> <p>SB: It is interesting that Homestead representatives want this trail to lead downtown; but, don't want Krome Av. improved for cycling.</p> <p>DH: The City has hired a consultant to develop alignments. <i>Once there are recommendations, he will invite them to make a BPAC presentation. The greenway would link the two national parks.</i> Both municipalities recognize the eco-tourism value. A more southern alignment is being discouraged.</p> <p>TS: This may not be inconsistent with Homestead's position for Krome Av. It also may address the alternative alignment they are pursuing; as well as the eventual funding that is in question. The BPAC took a stance that Krome Av. was necessary, since there wasn't funding for the alternative bike by-pass.</p> <p>TB: The South Dade Trail could provide a connection to these municipalities if the Biscayne/Everglades Greenway is developed south of SW 344 St.</p> <p>ET: The southern ending for the South Dade Trail is at SW 344 St. This project is expected to be complete by April 2007.</p>
--	--

- *The meeting was adjourned at 8:30 p.m.*